

# ***THE DEPARTMENT of COMMUNITY PLANNING & DEVELOPMENT***

City Hall, Lynchburg, VA 24504

434.455.3902

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To: City Council  
From: Rachel Flynn, Director  
Tom Martin, City Planner  
Date: February 14, 2005  
Re: DEQ/USACE reviews

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Attached, please find letters from the Virginia Department of Environmental Quality (DEQ) and the U.S. Army Corps of Engineers (USACE). These are responses to Compson Development's application for state and federal permits regarding their shopping center proposal on Wards Ferry Road. The letters detail the progress of Compson's applications. Compson proposes to pipe over 2,000 linear feet of Rock Castle Creek and disturb nearly 2,000 square feet of forested wetlands. As a comparison, the City's Wards Crossing development (Target, Barnes & Noble, etc.) did not include the piping of any portion of Rock Castle Creek because it remained in its natural state. Creeks left in their natural state undergo far less scrutiny from DEQ/USACE.

As the local regulatory agency that oversees the impacts of development in our watersheds, the City is initially concerned with the effects that over 2,000 feet of stream piping will have on downstream properties in Lynchburg. Our department offered but was not invited to participate in the meetings between Compson's representative and DEQ/USACE. Such meetings often determine the layout of the site, the size/location of stream piping, and, most importantly, the type/location of any efforts to mitigate environmental impacts on site and downstream. The last joint meeting in which the City participated was for The Home Depot. This resulted in a site that meets both the needs of the development and the downstream property owners.

Although the Planning Division maintains its recommendation of approval for the project, we appreciate Council's careful deliberation. DEQ and USACE's recommendations will almost certainly change the site plan and this will have an effect on the type of neighbor the Compson shopping center will be to our City. Since reviews for these permits usually take at least six months, time is a luxury we are granted, to make certain this development provides the best of everything – services, quality, and environmental protections – to the City's property owners and those of the entire region.

November 10, 2004

Wards Crossing West LLC  
Attn: Mr. Thomas John Comparato  
1320 Old Chain Bridge Road  
Suite 400  
McLean, VA 22101-3942

Re: Joint Permit Application Number 04-2411  
Wards Crossing West, City of Lynchburg, Virginia  
Additional Information and Permit Application Fee Request Letter

Dear Mr. Thomas John Comparato:

The Virginia Department of Environmental Quality (DEQ) received a courtesy copy of your application for the above-referenced project on October 22, 2004. DEQ received the permit number for this project on November 4, 2004. Based on our review of the proposed impacts presented in your application it appears that your project may qualify for a Virginia Water Protection (VWP) individual permit in accordance with 9VAC25-210 et seq., provided a complete application is received. However, upon our review we have also determined that your application is incomplete. Therefore, additional information is required in order for DEQ to continue the permitting process. I have attached a summary of the information required to complete the application package.

Because your application has been determined to be incomplete, the 120-calendar day processing period for VWP individual permits will not commence until you provide DEQ with the additional information. Please submit the information to my attention within 30 calendar days of the date of this letter so that DEQ can continue to process your application. Please be advised that upon receipt of the requested information, additional information may still be required.

In addition, to the requested information, a permit application fee of \$2,400.00 is required for your proposed activity. A draft permit cannot be issued prior to the deposit of the permit application fee. Checks or money orders should be made payable to the Treasurer of Virginia. Do not send cash. Please complete the enclosed Permit Application Fee Form and mail the form with the designated fee within 30 calendar days of the date of this letter to the following address:

**DEQ Receipts Control  
P.O. Box 10150  
Richmond, Virginia 23240**

Please include a copy of the check and a copy of the fee form with the requested additional information.

Mr. Thomas John Comparato  
November 10, 2004  
Page 2 of 2

In addition, please be aware that other permit requirements may also apply to this facility. Specifically, if development of the proposed site will disturb a total of one or more acres and will result in a point source discharge of storm water from the site, you are required to obtain coverage under the storm water general permit for construction activities prior to site development.

Please contact me by phone at 540-574-7898 or by e-mail at [regay@deq.virginia.gov](mailto:regay@deq.virginia.gov) if you have any questions or concerns regarding this request. Thank you for your cooperation in this matter.

Respectfully,

Raymond E. Gay, Jr.  
Regional VWPP Project Manager

Attachments: Additional Information Request Summary and Permit Application Fee Form

cc: Wm. Thomas Austin, P.E., Mattern & Craig Consulting Engineers-Surveyors  
Nora Iseli, U. S. Army Corps of Engineers-Central Virginia Field Office  
VWP File 04-2411

**JPA #04-2411 ADDITIONAL INFORMATION REQUEST SUMMARY, CONT.**

Wards Crossing West  
Wards Ferry Road, City of Lynchburg, Virginia

- 13) A complete narrative description of Avoidance and Minimization Efforts utilized in developing the proposed project design.
- 14) Detailed information (drawings, associated impacts, etc.) regarding alternative site layouts that were evaluated while attempting to avoid and minimize impacts to jurisdictional areas.
- 15) Based on the information presented in your application, DEQ believes there are avoidance and minimization efforts that can be taken to further reduce impacts to jurisdictional waters and complete the project. DEQ would like to discuss these measures with you and your representatives. Please contact me at your earliest convenience to schedule a meeting.
- 16) A discussion of feasibility of in-kind, on-site and off-site compensatory mitigation. If off-site compensation is required (including approved bank or in-lieu fee fund), please provide and alternative site analysis to address, at a minimum: water quality benefits, hydrologic source, hydrologic regime, watershed, wetlands functions and values, vegetation type, soil, impact acreage, distance from impacts, timing of compensation versus impacts, acquisition, constructability, and cost.
- 17) A description of the intended compensation for all unavoidable impacts to State waters (streams, wetlands, and/or open water).
- 18) A Conceptual Compensatory Wetland Mitigation Plan addressing:
  - a) Goals and objectives in terms of replacement of wetland acreage and function.
  - b) Location map including latitude and longitude of proposed compensation site.
  - c) HUC of proposed compensation site.
  - d) If existing wetlands are present at the proposed compensation site, provide a copy of Corps of Engineers delineation confirmation or evidence of confirmation in progress, and a copy of the wetland delineation data sheets.
  - e) Proposed compensation site hydrology source.
  - f) Reference wetland hydrology source.
  - g) Hydrologic budget for proposed compensation site including projected monthly inputs and outputs, a hydrograph showing monthly changes in water level, and projected water level elevations for a "typical", "wet", and "dry" year.
  - h) Proposed location of groundwater and vegetation monitoring, and photo stations.
  - i) Conceptual grading plans with existing and proposed elevations for the proposed compensation site.
  - j) Proposed planting schemes, species list, zonation, and acreage of each vegetation type.
  - k) Proposed compensation site soil preparation and amendment plans addressing both topsoil and subsoil conditions.
  - l) Proposed location of upland buffers.
  - m) Proposed construction schedule for compensation site activities.
- 19) A Conceptual Compensatory Stream Mitigation Plan addressing:
  - a) Description of intended compensation for unavoidable stream impacts.
  - b) Goals and objectives in terms of replacement of stream length and function, and water quality benefits.
  - c) Location map including latitude and longitude of proposed compensation site.

**JPA #04-2411 ADDITIONAL INFORMATION REQUEST SUMMARY, CONT.**

Wards Crossing West  
Wards Ferry Road, City of Lynchburg, Virginia

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- 14) Detailed information (drawings, associated impacts, etc.) regarding alternative site layouts that were evaluated while attempting to avoid and minimize impacts to jurisdictional areas.
- 15) Based on the information presented in your application, DEQ believes there are avoidance and minimization efforts that can be taken to further reduce impacts to jurisdictional waters and complete the project. DEQ would like to discuss these measures with you and your representatives. Please contact me at your earliest convenience to schedule a meeting.
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- 17) A description of the intended compensation for all unavoidable impacts to State waters (streams, wetlands, and/or open water).
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  - b) Location map including latitude and longitude of proposed compensation site.
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  - d) If existing wetlands are present at the proposed compensation site, provide a copy of Corps of Engineers delineation confirmation or evidence of confirmation in progress, and a copy of the wetland delineation data sheets.
  - e) Proposed compensation site hydrology source.
  - f) Reference wetland hydrology source.
  - g) Hydrologic budget for proposed compensation site including projected monthly inputs and outputs, a hydrograph showing monthly changes in water level, and projected water level elevations for a "typical", "wet", and "dry" year.
  - h) Proposed location of groundwater and vegetation monitoring, and photo stations.
  - i) Conceptual grading plans with existing and proposed elevations for the proposed compensation site.
  - j) Proposed planting schemes, species list, zonation, and acreage of each vegetation type.
  - k) Proposed compensation site soil preparation and amendment plans addressing both topsoil and subsoil conditions.
  - l) Proposed location of upland buffers.
  - m) Proposed construction schedule for compensation site activities.
- 19) A Conceptual Compensatory Stream Mitigation Plan addressing:
  - a) Description of intended compensation for unavoidable stream impacts.
  - b) Goals and objectives in terms of replacement of stream length and function, and water quality benefits.
  - c) Location map including latitude and longitude of proposed compensation site.

**JPA #04-2411 ADDITIONAL INFORMATION REQUEST SUMMARY, CONT.**

Wards Crossing West

Wards Ferry Road, City of Lynchburg, Virginia

- d) HUC of proposed compensation site.
  - e) Stream deficiencies to be addressed by stream restoration activities.
  - f) Proposed restoration/creation measures, including design flows and types of instream structures.
  - g) Plan view and cross-section drawings of the stream segments to be restored and of in-stream structures.
  - h) Proposed compensation site construction schedule.
  - i) Proposed location of vegetative/bank monitoring and photo stations; plant species list and planting scheme; proposed benthic-monitoring plan including proposed baseline study.
  - j) Results of Stream Attribute Crediting Methodology for existing conditions at the proposed compensation site and for the proposed completed compensation activities.
- 20) A complete narrative description of the proposed erosion and sediment controls.
- 21) A proposed construction schedule for the project, including schedules for impacting State Waters, performing compensation activities, and for completing the project.



U.S. Army Corps of Engineers  
Norfolk District, Central Virginia Regulatory Office  
444 Abby Lane  
Howardsville, VA. 24562

January 25, 2005

Project Number: 04-V2411

Waterway: Burton Creek

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1. Participant:

Wards Crossing West LLC  
Attn: Thomas J. Comparato  
1320 Old Chain Bridge Rd, Suite 400  
McLean, VA 22101

2. Authorized Agent:

Resource International  
Attn: Robert Smiley  
Post Office Box 6160  
Ashland, Virginia 23005-6160

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3. Address of Job Site:

At the intersection of Wards Roand and Wards Ferry Road in Campbell County and the City of Lynchburg.

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4. Project Description:

Commercial development of a 35 acre tract of land including retail buildings, stormwater management structures, asphalt parking lot, etc. The project will impact greater than 2,000 linear feet of intermittent and perennial streams and approximately 1,950 square feet (0.045 acre) of forested wetlands.

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5. Findings

This office is in receipt of your response to our January 13, 2005 letter requesting additional information be submitted within 30 days. It is our understanding that you intend to submit additional information but that it may take longer than 30 days.

Therefore, please submit the additional information no later than March 7, 2005. Once we have received the information, we will continue processing of your application. If you have any questions please contact your Corps representative listed in item 6 below.

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6. Corps Contact: 1Nora Iseli (434)263-8247, nora.m.iseli@usace.army.mil

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for: Michael A. Schwinn  
Chief, Western Virginia Regulatory Section



**CENAO-TS-REG**

Western Virginia Regulatory Section  
Central Virginia Field Office  
444 Abby Lane  
Howardsville, Virginia 24523

Re: Joint Permit Application Number 04-V2411-52  
Wards Crossing West, City of Lynchburg, Virginia  
Waterway: Rock Castle Creek

January 13, 2005

Wards Crossing West LLC  
Attn: Mr. Thomas John Comparato  
1320 Old Chain Bridge Road  
Suite 400  
McLean, VA 22101-3942

Resource International, LTD  
Attn: Robert E. Smiley, P.W.S., P.W.D.  
9560 Kings Charter Drive  
Ashland, VA 23005-6160

Dear Sirs:

As a result of the Public Notice regarding your application for commercial development of a 35 acre tract of land including retail buildings, stormwater management structures, asphalt parking lots, etc., impacting greater than 2,000 linear feet of both intermittent and perennial streams and approximately 1,950 square feet of forested wetlands, we have received comments from the general public, and comments and recommendations from federal and state advisory agencies such as the U. S. Fish and Wildlife Service (FWS), the Virginia Department of Game and Inland Fisheries (DGIF), and the Virginia Department of Conservation and Recreation, Division of Natural Heritage (DCR-DNH). Comments were received in both email and U. S. mail correspondence. Copies of the comments are enclosed.

Also, in order to continue processing of your application it will be necessary to provide this office with additional information.

Please conduct and provide this office with an alternative analysis to determine the feasibility of any other alternatives to the proposed project and its impacts to aquatic resources. CFR 40 Part 230 Section 404(b)(1) Guidelines for Specification of Sites for Dredged or Fill Material states in part that "no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences."

An alternative is practicable if it is available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purposes. If it is otherwise a practicable alternative, an area not presently owned by the applicant which could reasonably be obtained, utilized, expanded or managed in order to fulfill the basic purpose of the proposed activity may be considered. Please provide information regarding other sites that may have been considered for development and supporting data necessary to determine the practicability of the alternatives.

Documentation must be provided that shows a demonstrated need for the proposed project. The "no construction" alternative is practicable if there is no demonstrated need for the project, or any portion of the project that results in an impact to waters of the U. S., including wetlands.



Please provide additional data that supports your determination that impacts to waters of the United States, including wetlands, have been avoided and minimized to the maximum extent practicable. The application package should contain information that demonstrates how the proposed project was developed taking into consideration to avoid impacts to aquatic resources.

It appears the impacts to streams and wetlands could be further minimized through modification of the proposed development. For example: reducing the scope of the development; reducing, realigning, or condensing the number of parking spaces; bridging the waterway for crossings rather than culverts and fill; and/or by incorporating low impact development (LID) practices into the design. If any of these potential modifications are not feasible, please provide an explanation.

The application plans should contain specific information regarding the proposed impacts. A complete description of the pre-construction condition of the stream and wetlands should be provided, including descriptions of the upland riparian area. The construction plans must indicate both length and square footage of the stream(s) where the impacts will occur and provide descriptive detail of the proposed instream construction, as well as a detailed description of the work proposed in the wetland area. If piping of a waterway is proposed, please provide the data used to determine adequate pipe size.

Please provide a preliminary mitigation proposal that would compensate for any unavoidable impacts to waters (including wetlands) of the U. S.

You may consider if the proposed impacts could be minimized in order to meet the criteria of the State Program General Permit (SPGP) for RESIDENTIAL, COMMERCIAL AND INSTITUTIONAL DEVELOPMENT ACTIVITIES, in particular Category A or Category B. Category C is subject to a similar, but somewhat expedited, review process as that of an Individual Permit. The use of the SPGP is restricted to those projects that have first avoided and minimized impacts to waters of the United States, including wetlands, to the maximum extent practicable. Compensatory mitigation is required for Category B and C. Enclosed please find a copy of the SPGP criteria for your information and consideration.

Once the Corps has received the necessary additional information (alternative analysis, documentation demonstrating need, avoidance and minimization measures, construction details, etc.), as well as any response to the comments of federal and state agencies and the general public (enclosed), we will continue processing of your application. Please copy both the Corps and the Virginia Department of Environmental Quality (DEQ) with any additional information and supporting documents you submit.

Please provide the additional information within 30 days of the date of this letter. If you need more than 30 days, please contact this office for an extension.

If you have any questions please contact Nora Iseli at our Central Virginia Office at 434/263-8247, or you can write to the above address or email at [nora.m.iseli@usace.army.mil](mailto:nora.m.iseli@usace.army.mil).

Sincerely,

Michael A. Schwinn  
Chief, Western Virginia Regulatory Section

Email copies forwarded w/out enclosures:  
DEQ  
U. S. FWS  
DCR-DNH  
DGIF



# Norfolk District

US Army

Corps of Engineers

11-19-04

CENAO-TS-REG

04-V2411-52

## FEDERAL PUBLIC NOTICE

The District Engineer and the Virginia Department of Environmental Quality have received a joint application for Federal and State permits as described below:

### APPLICANT

Wards Crossing West LLC

C/o Mattern & Craig

Roanoke, Virginia

WATERWAY AND LOCATION OF THE PROPOSED WORK: The proposed project is located in Burton Creek, a tributary to the James River, at the intersection of Wards Road and Wards Ferry Road in Campbell County and the City of Lynchburg.

PROPOSED WORK AND PURPOSE: The applicant proposes the commercial development of a 35 acre tract of land including retail buildings, stormwater management structures, asphalt parking lots, etc. The project may impact greater than 2,000 linear feet of both intermittent and perennial streams and approximately 1,950 square feet (0.045 acre) of forested wetlands.

In addition to the required Department of the Army permit, the applicant must obtain a Virginia Water Protection Permit from the Virginia Department of Environmental Quality (DEQ) assuring that applicable laws and regulations pertaining to water quality are not violated. Project drawings are attached.

AUTHORITY: Permits are required pursuant to Sections 401 and 404 of the Clean Water Act (Public Law 95-217) and Title 62.1 of the Code of Virginia.

FEDERAL EVALUATION OF APPLICATION: The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. The decision will reflect the national concern for both protection and utilization of important resources. The benefits which reasonably may be expected from the proposal must be balanced against its reasonably foreseeable detriments. All of the proposal's relevant factors will be considered, including conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, flood plain values, land use classification, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, consideration of property ownership and, in general, the needs and welfare of the people. The Environmental Protection Agency's "Guidelines for Specification of Disposal Sites for Dredged or Fill Material" will also be applied (Section 404(b)(1) of the Clean Water Act).

The Corps of Engineers is soliciting comments from the public; Federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the individual and cumulative impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity. Anyone may request a public hearing to consider this permit application by writing to the District Engineer within 30 days of the date of this notice, stating specific reasons for holding the public hearing. The District Engineer will then decide if a hearing should be held.

Preliminary review indicates that: (1) no environmental impact statement will be required; (2) no species of fish, wildlife, or plant (or their critical habitat) listed as endangered or threatened under the Endangered Species Act of 1973 (PL 93-205) will be affected; and (3) no known properties eligible for inclusion or included in the National Register of Historic Places are in or near the permit area, or would likely be affected by the proposal. Additional information might change any of these findings. For compliance with the Coastal Zone Management Act of 1972, as amended, the applicant must certify that federally licensed or permitted activities affecting Virginia's coastal zone (Tidewater) will be conducted in a manner consistent with the Virginia Coastal Resources Management Program (VCP). For more information or to obtain a list of the enforceable programs of the VCP, contact the Department of Environmental Quality, Office of Environmental Impact Review at (804) 698-4330 or e-mail: [elirons@deq.state.va.us](mailto:elirons@deq.state.va.us).

**COMMENT PERIOD:** Comments on this project should be made in writing, addressed to the Norfolk District, Corps of Engineers (ATTN: CENAO-TS-REG), Central Virginia Field Office, 444 Abby Lane, Howardsville, VA 24562, and should be received by the close of business on **December 17, 2004**.

If you have any questions about this project or the permit process, please call:

Nora Iseli at our Central Virginia Regulatory Field Office at 434/263-8247 or email at [nora.m.iseli@usace.army.mil](mailto:nora.m.iseli@usace.army.mil)

FOR THE DISTRICT ENGINEER:

Michael Schwinn  
Chief, Western Virginia  
Regulatory Section

Attachment: [Vicinity Map](#)|| [Plan View](#)

SUPERVISORS

RICK BOYER  
CALVIN P. CARTER  
EDDIE GUNTER, JR.  
JAMES R. MAYS  
HUGH T. PENDLETON, JR.  
J.D. PUCKETT  
HUGH W. ROSSER

COUNTY OF CAMPBELL



BOARD OF SUPERVISORS  
POST OFFICE BOX 100, RUSTBURG, VIRGINIA 24588  
[www.co.campbell.va.us](http://www.co.campbell.va.us)

COUNTY ADMINISTRATOR  
R. DAVID LAURRELL

BROOKNEAL (434) 283-9525  
LYNCHBURG (434) 592-9525  
RUSTBURG (434) 332-9525  
FAX NO. (434) 332-9617

February 15, 2005

Kim Payne, City Manager  
The City of Lynchburg  
900 Church Street  
Lynchburg, Virginia 24504-1629

Re: Wards Crossing West Rezoning

Dear Kim:

Please find attached a commitment letter from Compson Development, along with a slightly revised site plan, for a publicly dedicated road to be constructed from the proposed signalized intersection with Wards Ferry Road, across from the current Target entrance, to the southwestern boundary of the proposed development. This site plan also includes a short extension of the public road to a proposed right in entrance/two-way exit across from Logan's. The exact location and final design of the road is subject to final site plan review and approval. In keeping with the discussion we had with City Council on Tuesday, February 8<sup>th</sup>, Campbell County will require that a road be constructed and open prior to the issuance of the certificates of occupancy, assuming City Council approves the rezoning on February 22<sup>nd</sup>.

For your information, there were two proffers submitted with the original rezoning and special use permit requests that require both the developer and the County to sign off on the final site plan before permits will be issued to proceed. Rezoning proffer #6 - "The Master Site plan is not intended to depict the exact location of buildings or sizes of buildings. It is intended to illustrate conceptually how the property will be developed. Final site design and building locations shall be determined by the Developer and Campbell County officials at the time of site plan review." The Board of Supervisors approved the S.U.P. in November based on the above proffer and S.U.P condition #1 -- "The project requires approval of one or more commercial entrances to the property from Wards Ferry Road."

Additionally, the Board of Supervisors has a joint meeting with the Planning Commission scheduled for 3 PM on February 22<sup>nd</sup>. Staff will be recommending to the Board and Planning Commission adoption of a resolution that will require property owners that commercially develop adjacent to US 460 in this area to construct and continue the publicly dedicated road to complete a through road from Wards Ferry Road to Airport Road and/or Leesville Road as appropriate. Intuitively our subdivision ordinance would provide for continuation of the through road; however, in order to address any specific concerns that Council may have in this regard

RESPECTING THE PAST, ATTENDING THE PRESENT, CONCENTRATING ON THE FUTURE

staff will recommend that the Board of Supervisors and Planning Commission go on record as requiring this to occur in the future as commercial development occurs.

Supervisor Gunter and I plan on attending Council's Worksession on the 22<sup>nd</sup> so we can answer any questions that Council may have. Thanks again for your help with this project and the City's willingness to work through to a solution that provides for the best opportunity to develop this property in a safe and effective way.

Please let me know if you have any questions or need any additional information.

With kind regards, I am

Respectfully,

*R. David Laurell*

R. David Laurell  
County Administrator

C: Campbell County Board of Supervisors  
Campbell County Planning Commission  
Paul Harvey, Director of Community Development  
Mike Davidson, Director of Economic Development  
Jerry Falwell, Jr., Agent for Compson Development

02/14/2005 16:25 1

COMPSON DEVELOPMENT

PAGE 02



# compson development

- commercial properties
- industrial properties
- multi residential properties
- leasing/management

February 10, 2005

Mr. Kimball Payne  
City Manager  
City of Lynchburg  
P.O. Box 60  
Lynchburg, VA 24505

Re: Wards Crossing West Shopping Center

Dear Mr. Payne:

This is to affirm that Compson Development, LC will design and construct a new public road that will connect to Wards Ferry Road at the site of the proposed traffic signal across from the existing Target entrance and will run through the proposed Wards Crossing West Shopping Center to the southwestern boundary of the development. The approximate and most likely location of the new road is shown on the site plan by Mattem & Craig attached hereto.

The new public road will be built to the standards required by the City of Lynchburg for the portion of the road located in the City and to the standards required by the County of Campbell for the portion of the road located in the County. The road will be constructed contemporaneously with the construction of the Wards Crossing West Shopping Center. The road will be completed and the necessary right of way will be dedicated to the City and the County prior to the date that the shopping center opens for business.

All of the obligations of Compson Development, LC hereunder to construct and dedicate the new public road are expressly subject to and contingent upon the final approval by Lynchburg City Council at its February 22, 2005 meeting of Compson Development's pending application to rezone approximately 1.7 acres on Wards Ferry Road from R-4 to B-3C as set forth in said application, subject to the voluntary proffers submitted by Compson.

Sincerely,  
Compson Development, LC

Thomas Comparato  
Managing Member



**To:** City Council, Kim Payne, Lee Newland, Tom Martin

**From:** Gerry Harter, P.E. (City Traffic Engineer)

**Date:** February 11, 2005

**RE:** Traffic Information Regarding Compson Development



**City of Lynchburg  
Memorandum**

The purpose of this memo is to summarize the traffic data collected on Melinda Drive, Alta Lane, and Del Ray Circle. This information was collected in response to the proposed Compson Development located adjacent to Wards Ferry Road in the City of Lynchburg and Campbell County. Overall speeds, traffic volume, and percent trucks were collected on these roadways and are summarized below.

The speed study showed a significant speeding concern on Melinda Drive and Alta Lane. The average speed on both roads was approximately 35 mph with an 85<sup>th</sup> percentile speed (the speed by which speed limits are usually established) of over 40 mph. The speed limit on these roads is 25 mph. Del Ray had lower overall speeds most likely due to geometric constraints on Del Ray (narrow road, etc.) with an average speed of 28 mph and an 85<sup>th</sup> percentile speed of 32 mph. The percentage of trucks on all three roads was slightly higher than what is to be expected on a residential road (3.6% trucks on average). Usually we could expect a truck percentage to be between 1 to 2%. Average Daily Traffic (ADT) counts for the roadways are as follows:

Del Ray - 2,987 ADT

Alta Lane - 1,947 ADT

Melinda - 1,162 ADT

For comparative purposes, Sheffield Drive, which is also a high cut-through traffic route, has over 4,500 cars per day.

I have included print outs for the speeds as part of this package. If you have any questions, please feel free to call me at 455-3935.

Attachments



Latitude: -999' 0.000 South															
A to B, B to A	0	16	21	26	31	36	41	46	51	56	61	66	71	76	
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10:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
11:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
12 PM	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
13:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
14:00	9	7	45	91	47	4	0	0	.	0	0	0	0	0	204
15:00	3	9	56	107	40	5	0	0	0	0	0	0	0	3	233
16:00	5	17	78	143	37	2	1	0	0	0	0	0	0	4	287
17:00	6	12	76	147	39	3	0	0	0	0	3	0	0	0	282
18:00	1	6	61	107	40	3	0	.	0	0	0	0	.	.	221
19:00	1	10	41	69	29	3	0	0	0	1	0	0	0	2	156
20:00	0	2	42	52	21	0	0	0	0	0	0	0	0	0	130
21:00	0	.	35	51	34	4	1	0	0	0	0	0	0	0	126
22:00	.	2	11	22	19	4	0	0	0	0	0	0	0	0	59
23:00	1	0	14	16	10	3	0	0	0	0	0	0	0	0	44
Total	25	66	469	515	316	34	2	1	1	.	0	0	1	10	1,742

A to B, B to A												Latitude: -999' 0.000 South				
Start	0	16	21	26	31	36	41	46	51	56	61	66	71	76		
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	
01:05:00	0	0	0	13	2	1	0	0	0	0	0	0	0	0	0	22
01:00	0	0	3	11	1	0	0	0	0	0	0	0	0	0	0	15
02:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4
04:00	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	6
05:00	0	0	1	9	4	0	0	0	0	0	0	0	0	0	0	14
06:00	2	5	14	24	12	1	0	0	0	0	0	0	0	0	0	56
07:00	1	10	40	55	28	1	0	0	0	0	0	0	0	0	0	135
08:00	2	6	34	56	24	6	0	0	0	0	0	0	0	0	0	121
09:00	1	8	32	38	21	2	1	0	0	0	0	0	0	0	0	108
10:00	2	5	27	69	18	4	0	0	0	0	0	0	0	0	0	125
11:00	4	12	48	65	35	1	0	0	0	0	0	0	0	0	0	163
12 PM	3	7	46	69	29	1	0	0	0	0	0	0	0	0	1	106
13:00	6	7	61	63	29	3	1	0	0	0	0	0	1	0	2	193
14:00	0	5	47	91	36	2	0	0	0	0	0	0	0	0	0	185
15:00	5	5	49	110	38	2	0	0	0	0	0	0	0	0	0	210
16:00	6	10	84	117	40	10	0	0	0	0	0	0	0	0	2	209
17:00	0	17	79	130	40	2	0	0	0	0	1	0	1	0	0	270
18:00	1	2	63	128	30	0	0	0	0	0	0	0	0	0	1	229
19:00	4	9	56	95	23	2	0	0	0	0	0	0	0	0	4	195
20:00	0	4	37	85	16	4	0	0	0	0	0	0	0	0	0	146
21:00	0	5	17	38	17	2	1	0	0	0	0	0	0	0	0	60
22:00	0	5	13	31	12	1	0	0	0	0	0	0	0	0	0	62
23:00	0	0	11	23	7	2	0	0	0	0	0	0	0	0	0	43
Total	43	123	755	1375	455	50	3	1	0	2	1	2	0	3		2847

A to B, B to A														Latitude: -999' 0.000 South		
Start	0	16	21	26	31	36	41	46	51	56	61	66	71	76		
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	
01:00:05	0	0	3	11	4	0	0	0	0	0	0	0	0	0	18	
01:00	0	0	2	4	4	0	0	0	0	0	0	0	0	0	10	
02:00	0	1	0	5	1	0	0	0	0	0	0	0	0	0	7	
03:00	0	0	1	3	1	0	0	0	0	0	0	0	0	0	5	
04:00	0	0	3	1	1	1	2	0	0	0	0	0	0	0	6	
05:00	0	0	3	9	0	2	2	0	0	0	0	0	0	0	19	
06:00	0	3	16	19	15	1	0	0	0	0	0	0	0	0	34	
07:00	2	9	37	60	26	2	0	0	0	0	0	0	0	0	136	
08:00	0	7	40	51	22	1	0	0	0	0	0	0	0	0	121	
09:00	4	6	31	64	21	1	0	0	0	0	0	0	0	0	115	
10:00	5	9	32	68	23	3	0	0	0	0	0	0	0	0	144	
11:00	1	14	54	80	30	4	0	0	0	1	0	0	0	1	185	
12 PM	5	6	65	106	35	3	0	0	0	0	0	0	0	0	222	
13:00	3	4	59	100	33	4	0	0	0	0	0	0	0	0	208	
14:00	6	28	75	81	42	1	0	1	0	1	1	1	0	0	237	
15:00	1	12	61	106	37	3	0	0	0	0	0	0	0	0	222	
16:00	7	16	89	111	62	3	1	0	0	0	0	0	0	0	291	
17:00	7	8	95	105	44	1	2	0	0	0	0	0	0	0	314	
18:00	2	13	70	118	33	4	1	1	0	0	0	0	0	0	244	
19:00	0	11	60	96	26	1	0	0	0	0	0	0	0	0	194	
20:00	1	5	54	85	22	2	0	0	0	0	0	1	0	0	173	
21:00	0	3	55	76	25	3	0	0	0	0	0	0	1	0	163	
22:00	0	1	14	46	18	1	0	0	0	0	0	0	0	0	51	
23:00	1	2	13	30	20	2	0	0	1	0	0	0	0	1	70	
Total	45	160	943	1322	540	43	5	2	7	1	2	1	1	21	3239	

City of Lynchburg  
Traffic Engineering  
900 Church Street  
Lynchburg, VA 24504

Page 4  
DEL RAY CT SPEED  
Site Code: 00000000000010405004  
Station ID:

A to B, B to A												Latitude: -999' 0.000 South			
Start	0	15	21	26	31	36	41	46	51	56	61	66	71	76	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
01:08:55	0	2	9	17	8	2	0	0	1	0	0	0	0	0	39
01:00	0	1	2	5	7	0	0	0	0	0	0	0	0	0	16
02:00	0	1	4	10	8	0	0	0	0	0	0	0	0	0	23
03:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
04:00	0	0	3	1	2	0	0	0	0	0	0	0	0	0	6
05:00	1	0	5	4	1	0	0	0	0	0	0	1	0	0	12
06:00	0	2	6	4	7	0	0	0	0	0	0	0	0	0	21
07:00	1	3	20	18	9	1	0	0	0	0	0	0	0	0	52
08:00	1	4	18	37	6	4	0	2	0	0	0	0	0	0	70
09:00	3	5	34	46	17	0	0	0	0	0	0	0	0	1	105
10:00	2	5	45	64	27	4	0	3	1	0	0	0	0	1	149
11:00	2	5	60	92	27	0	0	0	0	0	0	0	0	1	190
12 PM	3	5	44	125	42	9	1	0	0	0	1	0	0	0	236
13:00	3	7	52	114	51	2	0	0	0	0	0	1	0	1	231
14:00	5	5	51	131	37	8	1	1	0	0	1	1	0	2	245
15:00	4	12	69	109	50	2	0	0	0	0	0	1	0	2	249
16:00	7	16	60	149	46	3	1	0	0	0	0	0	0	3	285
17:00	1	11	60	108	35	4	1	0	0	0	0	0	0	0	220
18:00	2	11	72	98	40	2	1	0	0	0	0	0	0	2	234
19:00	2	5	51	104	40	0	0	0	0	0	1	0	0	2	205
20:00	0	5	44	84	28	4	0	0	0	0	0	0	0	0	155
21:00	0	7	35	54	25	4	1	0	0	0	0	0	0	0	130
22:00	0	5	16	33	21	2	0	0	0	0	0	0	0	0	79
23:00	0	1	13	29	15	1	1	0	0	0	0	0	0	0	61
Total	38	120	773	1441	561	58	7	2	2	0	3	4	0	10	3026

A to B, B to A		Latitude: -999' 0 000 South															
Start	0	16	21	26	31	36	41	46	51	56	61	66	71	76			
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total		
01:09:55	0	0	16	22	5	5	0	0	0	0	0	0	0	0	0	48	
01:00	1	2	4	6	4	3	0	0	0	0	0	0	0	0	0	20	
02:00	0	0	2	6	4	0	1	0	0	0	0	0	0	0	0	13	
03:00	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4	
04:00	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4	
05:00	0	1	3	2	1	1	0	0	0	0	0	0	0	0	0	6	
06:00	0	1	4	8	3	0	0	0	0	0	0	0	0	0	0	16	
07:00	0	1	5	16	5	1	0	0	0	0	0	0	0	0	0	28	
08:00	2	4	10	32	21	1	1	0	0	0	0	0	0	0	0	71	
09:00	1	7	25	66	21	3	0	0	0	1	0	0	0	0	0	124	
10:00	1	3	35	73	26	2	1	0	1	0	0	0	0	0	0	145	
11:00	0	2	42	81	33	6	0	0	0	0	0	0	0	0	0	164	
12:00 PM	3	5	51	148	56	2	0	0	0	0	0	0	0	0	2	267	
13:00	5	4	49	116	50	2	1	1	0	0	0	0	0	0	7	235	
14:00	3	4	56	112	49	0	0	0	0	0	0	0	0	0	1	327	
15:00	1	4	44	115	50	3	0	1	0	0	0	0	0	0	2	225	
16:00	3	9	64	119	40	1	0	0	0	0	0	0	0	0	3	246	
17:00	0	8	74	90	33	4	1	0	0	0	0	0	0	0	0	219	
18:00	2	3	44	107	20	5	0	0	0	0	0	1	0	0	1	184	
19:00	2	6	27	66	21	4	1	0	0	0	0	0	1	0	0	108	
20:00	0	6	21	46	19	1	0	0	0	0	0	0	0	0	0	53	
21:00	0	0	14	32	14	0	0	0	0	1	0	1	0	1	1	63	
22:00	1	0	6	20	13	2	1	0	0	0	0	0	0	0	0	43	
23:00	0	0	3	18	5	1	1	0	0	0	0	0	0	0	0	29	
Total	25	70	559	1312	521	52	8	2	1	2	1	2	0	17	2512		

A to B, B to A													Latitude: -999' 0.000 South		
Start	0	16	21	26	31	36	41	46	51	56	61	66	71	76	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
00:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	3	2	0	0	0	0	0	0	0	0	0	0	5
02:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	1	4	2	1	0	0	0	0	0	0	0	0	8
05:00	0	2	2	11	3	0	0	0	0	0	0	0	0	0	18
06:00	1	7	16	23	10	1	0	0	0	0	0	0	0	0	58
07:00	1	4	47	67	29	4	0	0	0	0	0	0	0	0	163
08:00	7	10	33	67	37	4	0	0	0	0	0	0	0	0	154
09:00	3	4	36	70	31	2	0	0	0	0	0	0	0	0	146
10:00	4	4	26	66	31	5	0	0	0	0	0	0	0	0	140
11:00	2	5	35	75	54	5	0	0	0	0	0	0	0	0	175
12 PM	5	3	46	99	47	6	0	0	0	0	0	0	0	0	206
13:00	4	0	55	78	32	6	0	0	0	0	0	0	0	0	186
14:00	5	9	48	92	43	4	0	0	0	1	0	0	0	0	200
15:00	5	13	54	100	39	1	0	0	1	0	0	0	0	0	214
16:00	3	11	78	119	60	10	0	0	0	0	0	0	1	0	273
17:00	4	12	59	130	39	5	0	1	0	1	0	0	0	0	265
18:00	4	2	56	123	30	2	0	1	0	0	1	0	0	0	223
19:00	3	5	42	80	29	1	0	1	0	0	2	0	0	0	188
20:00	1	2	31	62	25	4	0	0	0	0	0	0	0	0	136
21:00	0	3	19	34	29	3	0	0	0	0	0	0	0	0	109
22:00	0	0	11	27	14	3	0	0	0	0	0	0	0	0	55
23:00	0	1	4	6	15	2	0	0	0	0	0	0	0	0	38
Total	46	110	718	1369	605	69	0	3	1	2	3	1	1	19	2947

City of Lynchburg  
Traffic Engineering  
900 Church Street  
Lynchburg, VA 24504

Page 7  
DEL RAY CT SPEED  
Site Code: 0000000000010405004  
Station ID:

A to B, B to A

Latitude: -999' 0.000 South

Start	0	16	21	26	31	36	41	46	51	56	61	66	71	76	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
01:05	0	1	7	11	9	2	0	0	0	0	0	0	0	0	30
01:00	0	0	1	4	1	1	0	0	0	0	0	0	0	0	7
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	2	1	0	0	0	0	0	0	0	0	0	4
04:00	0	0	4	6	2	0	0	0	0	0	0	0	0	0	12
05:00	0	1	4	8	3	0	0	0	0	0	0	0	0	0	16
06:00	0	0	14	23	8	3	0	0	0	0	0	0	0	0	48
07:00	2	4	35	66	26	2	0	0	0	0	0	1	1	1	140
08:00	2	6	32	58	24	7	0	0	0	0	0	0	0	0	129
09:00	4	8	41	68	19	1	0	0	0	0	0	0	0	1	142
10:00	0	7	39	75	32	3	0	0	0	0	0	0	0	0	156
11:00	0	7	55	96	33	2	0	0	0	0	0	0	0	0	153
12:00	3	5	48	70	33	7	2	9	1	0	0	0	0	0	176
13:00	6	10	54	71	24	2	1	0	0	0	0	0	0	0	108
14:00	1	5	45	97	50	4	1	0	0	0	0	0	1	1	205
15:00	2	7	50	114	52	4	1	0	0	0	0	0	0	2	232
16:00	3	5	79	105	42	10	0	0	0	0	0	0	0	0	231
17:00	4	20	90	121	50	6	0	0	0	0	0	1	0	1	303
18:00	2	7	61	112	41	2	1	0	0	0	1	0	0	1	228
19:00	12	3	35	51	21	0	0	0	0	0	0	0	0	8	140
20:00	5	6	36	67	31	3	1	0	0	0	0	0	0	3	153
21:00	3	4	33	49	16	5	0	0	0	0	0	0	0	0	110
22:00	0	2	16	21	10	1	0	0	0	0	0	0	0	0	51
23:00	0	1	5	11	14	3	0	0	0	0	0	0	0	0	34
Total	61	764	1302	546	66	7	0	1	1	3	2	2	2	2899	

A to B, B to A												Latitude: -999' 0.000 South				
Start	0	16	21	26	31	36	41	46	51	56	61	66	71	76		
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	
07:05	0	0	1	0	1	1	0	0	0	0	0	0	0	0	12	
01:00	0	0	2	2	3	3	1	0	0	0	0	0	0	0	14	
02:00	0	0	2	3	1	0	0	0	0	0	0	0	0	0	6	
03:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	
04:00	0	0	0	2	2	1	0	0	0	0	0	0	0	0	7	
05:00	0	0	6	0	3	0	0	0	0	0	0	0	0	0	15	
06:00	1	6	19	24	7	0	0	0	0	0	0	0	0	0	57	
07:00	3	5	48	62	26	2	0	0	0	0	0	0	0	2	149	
08:00	6	13	39	70	25	0	1	0	0	0	0	0	0	2	166	
09:00	2	4	26	63	22	5	0	0	0	0	0	0	0	0	134	
10:00	3	2	36	63	20	1	1	0	0	0	0	0	0	1	126	
11:00	1	8	53	84	32	1	0	0	0	0	0	0	0	1	180	
12:00 PM	1	5	40	79	42	0	0	0	0	0	0	0	0	0	123	
13:00	2	7	43	89	37	4	0	0	0	0	0	0	0	1	193	
14:00	0	4	56	85	42	5	1	0	0	0	0	0	0	0	194	
15:00	0	7	48	111	47	5	0	0	0	0	0	0	0	0	218	
16:00	2	11	83	131	47	3	0	0	0	0	0	0	0	1	261	
17:00	1	4	71	147	48	8	0	0	0	0	0	0	0	1	281	
18:00	3	11	55	113	43	0	0	0	0	0	0	0	0	4	230	
19:00	0	10	56	08	26	5	1	0	0	0	0	0	0	1	200	
20:00	0	4	56	70	16	0	0	0	1	0	1	0	0	0	161	
21:00	2	0	25	64	26	0	1	0	0	0	0	0	0	0	110	
22:00	0	0	16	25	12	0	0	0	0	0	0	0	0	0	50	
23:00	0	2	15	18	8	1	0	0	0	0	0	0	0	0	44	
Total	29	54	600	1410	540	52	7	3	1	1	1	1	0	15	2567	



Page 9  
DEL RAY CT SPEED  
Site Code: 00000000000010405004  
Station ID:

[illegible]

City of Lynchburg  
Traffic Engineering  
900 Church Street  
Lynchburg, VA 24504

Page 1  
MELINDA DR SPEED  
Site Code: 0000000000010405002  
Station ID:

A to B, B to A														Latitude: -999' 0.000 South	
Start	0	16	21	26	31	36	41	46	51	56	61	66	71	76	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
01:05:05	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
01:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
02:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
03:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
04:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
05:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
06:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
07:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
08:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
09:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
11:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
12:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
13:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
14:00	3	0	0	13	20	22	10	5	1	0	1	0	0	5	82
15:00	1	0	9	15	33	21	10	3	0	0	0	0	0	0	92
16:00	3	.	0	21	34	26	11	1	.	0	0	0	0	0	96
17:00	0	0	5	18	38	27	18	2	0	0	0	0	0	1	109
18:00	0	0	4	13	24	25	8	4	0	0	0	0	0	0	70
19:00	0	0	1	13	25	25	8	3	0	0	0	0	0	0	75
20:00	0	0	0	4	10	15	9	2	0	0	0	0	0	0	49
21:00	0	0	1	8	20	15	10	2	1	0	0	0	0	0	57
22:00	0	0	0	8	8	0	8	0	0	0	0	0	0	0	30
23:00	0	0	0	0	2	6	5	1	0	0	0	0	0	0	16
Total	9	1	27	113	213	190	95	23	3	0	1	1	0	6	692

A to B, B to A													Latitude: -999' 0.000 South		
Start	0	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	0	0	0	0	1	1	0	1	0	0	0	0	0	5
02:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
05:00	0	0	1	3	2	4	3	1	0	0	0	0	0	0	14
06:00	0	1	3	5	12	7	2	0	0	0	0	0	0	0	30
07:00	0	3	5	15	16	17	6	1	0	0	0	0	0	0	64
08:00	0	1	5	9	18	17	4	1	0	0	0	0	0	0	56
09:00	3	2	4	8	11	8	3	0	0	0	0	0	0	0	37
10:00	0	1	2	9	13	13	4	1	1	0	0	0	0	0	40
11:00	0	1	8	5	18	18	8	0	0	0	0	0	0	0	69
12:00	1	0	5	11	14	21	6	2	0	0	0	0	0	0	61
13:00	0	0	4	8	28	19	12	3	0	0	0	0	0	0	74
14:00	1	1	0	14	12	20	5	1	2	0	0	0	0	0	62
15:00	1	1	4	23	19	25	13	5	0	0	0	0	0	0	92
16:00	1	2	4	11	34	20	17	1	0	0	0	0	0	0	99
17:00	0	0	9	19	45	29	14	0	0	0	0	0	0	0	116
18:00	0	0	4	18	28	18	14	2	0	0	0	0	0	0	84
19:00	0	0	0	7	30	31	10	1	0	0	0	0	0	0	79
20:00	0	0	2	10	18	18	4	1	0	0	0	1	0	0	34
21:00	0	0	2	6	15	9	4	3	0	0	0	0	0	0	36
22:00	0	0	2	0	5	4	5	3	0	0	0	0	0	0	23
23:00	0	0	0	1	5	9	3	0	0	0	0	0	0	0	18
Total	8	13	73	190	347	316	139	26	4	0	0	1	0	1	120

City of Lynchburg  
Traffic Engineering  
900 Church Street  
Lynchburg, VA 24504

Page 3  
MELINDA DR SPEED  
Site Code: 0000000000010405002  
Station ID:

A to B, B to A															Latitude: -999' 0.000 South				
Start	0	16	21	26	31	36	41	46	51	56	61	66	71	76					
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total				
00:00	0	0	0	0	1	0	2	1	0	0	0	0	0	0	4				
01:00	0	0	0	2	0	2	0	1	0	0	0	0	0	0	0				
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1				
03:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2				
04:00	0	0	0	2	1	1	0	0	0	0	0	0	0	0	4				
05:00	0	0	1	1	2	0	3	2	0	0	0	0	0	0	9				
06:00	0	0	3	3	5	10	4	0	0	0	0	0	0	0	35				
07:00	1	2	7	14	17	18	4	3	0	0	0	0	0	0	54				
08:00	0	0	8	6	17	14	4	2	0	1	0	0	0	0	62				
09:00	4	2	2	3	11	10	2	0	0	0	0	0	0	0	34				
10:00	0	2	7	13	13	15	6	1	0	0	0	0	0	0	57				
11:00	0	0	5	11	21	23	9	2	0	0	0	0	0	0	71				
12:00 PM	0	3	8	11	23	19	8	1	0	0	0	0	0	0	73				
13:00	0	2	7	13	25	19	12	1	0	0	0	0	0	1	80				
14:00	2	3	7	21	34	19	7	2	2	0	0	0	0	0	95				
15:00	2	2	5	10	28	27	16	2	0	0	0	0	0	0	99				
16:00	1	2	0	15	41	38	18	4	0	0	0	0	0	0	123				
17:00	1	1	2	25	33	31	22	1	1	0	1	0	0	0	118				
18:00	0	0	8	21	47	27	11	1	0	0	0	0	0	0	110				
19:00	4	2	8	18	24	10	3	1	1	0	0	0	0	0	81				
20:00	0	2	3	14	28	14	3	2	1	0	0	0	0	0	70				
21:00	2	0	4	21	27	27	4	1	0	0	0	0	0	1	67				
22:00	1	1	1	14	15	14	5	0	0	0	0	0	0	0	49				
23:00	1	1	2	5	6	8	4	0	0	0	0	0	0	0	27				
Total	21	24	94	352	415	352	147	29	8	2	1	0	0	3	1345				

A to B, B to A														Latitude: -999' 0.000 South	
Start	0	16	21	26	31	36	41	46	51	56	61	66	71	76	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
01:00:00	0	0	0	2	6	2	1	1	0	0	0	0	0	0	13
01:02	0	0	0	2	3	3	4	0	0	0	0	0	0	0	12
02:00	0	0	0	0	1	8	0	0	0	0	0	0	0	0	9
03:00	0	0	0	0	3	1	0	0	0	0	0	0	0	0	4
04:00	0	0	1	0	1	0	1	0	0	0	0	0	0	0	3
05:00	0	0	1	1	2	0	0	0	0	0	0	0	0	0	4
06:00	0	0	2	2	6	5	2	1	0	0	0	0	0	0	15
07:00	0	1	2	7	8	4	2	0	0	0	0	0	0	0	24
08:00	0	0	1	7	9	6	3	0	0	0	0	0	0	0	20
09:00	0	0	5	2	13	12	4	2	0	0	0	0	0	0	36
10:00	1	0	3	11	14	11	6	1	1	0	0	0	0	1	49
11:00	0	0	12	17	23	21	9	1	0	0	0	0	0	0	87
12:00 PM	0	0	0	12	21	27	15	2	1	0	0	0	0	0	81
13:00	0	2	9	11	33	26	13	4	0	1	0	0	0	0	108
14:00	0	0	3	11	28	22	26	8	0	0	0	0	0	0	108
15:00	2	1	6	17	22	34	12	4	0	0	0	0	0	1	99
16:00	6	2	6	17	34	35	17	4	0	0	0	0	0	0	121
17:00	0	1	1	23	19	32	12	1	0	0	0	0	0	0	89
18:00	0	0	1	11	32	23	7	1	0	1	0	0	0	0	80
19:00	0	1	1	10	32	29	6	1	1	0	0	0	0	0	84
20:00	0	0	4	6	22	19	9	1	0	0	0	0	0	0	61
21:00	0	0	2	6	14	18	5	1	0	0	0	0	0	0	46
22:00	0	0	3	7	9	11	5	0	0	0	0	0	0	0	35
23:00	0	0	1	3	8	7	3	2	0	0	0	0	0	0	24
Total	13	8	65	185	353	380	164	36	2	2	0	0	0	2	1225

A to B, B to A														Latitude: -999' 0.000 South	
Start	0	16	21	26	31	36	41	46	51	56	61	66	71	76	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
01-09:00	0	0	1	0	4	3	0	0	0	0	0	0	0	0	5
01:00	0	0	0	1	3	4	3	1	0	0	0	0	0	0	12
02:00	0	0	0	2	1	2	0	0	2	0	0	0	0	0	7
03:00	0	0	0	1	1	2	0	0	0	0	0	0	0	0	4
04:00	0	0	1	1	1	1	0	0	0	0	0	0	0	0	4
05:00	0	0	0	0	2	0	1	0	1	0	0	0	0	0	4
06:00	0	0	2	1	6	5	3	0	0	0	0	0	0	0	18
07:00	0	0	0	2	2	3	1	0	1	2	0	0	0	0	11
08:00	0	0	0	7	10	8	7	3	0	0	0	0	0	0	35
09:00	0	1	0	11	19	24	12	6	1	0	0	0	0	0	79
10:00	0	0	0	8	20	17	13	2	0	0	0	0	0	0	63
11:00	0	0	2	15	17	20	6	5	1	0	0	0	0	0	66
12:00 PM	0	0	1	17	37	43	28	8	0	0	0	1	0	2	138
13:00	0	0	1	17	37	29	19	4	0	0	0	0	0	0	107
14:00	0	1	0	7	23	31	20	4	1	0	0	0	0	0	90
15:00	0	0	0	6	22	35	17	1	0	0	0	0	0	0	61
16:00	0	0	1	13	31	28	18	3	0	0	0	0	0	0	90
17:00	0	1	2	14	24	21	4	1	0	0	0	0	0	1	68
18:00	1	0	3	9	27	30	8	1	0	0	0	0	0	0	80
19:00	1	0	1	12	21	19	10	0	1	0	0	0	0	0	65
20:00	1	0	1	4	13	9	9	3	1	0	0	0	0	0	41
21:00	0	0	0	4	4	7	4	1	0	0	0	0	0	0	20
22:00	0	0	0	2	8	12	7	0	0	0	0	0	0	0	29
23:00	0	0	0	1	0	4	1	1	0	0	0	0	0	0	9
Total	0	4	29	153	334	367	193	44	9	2	0	1	0	3	1132

A to B, B to A														Latitude: -999' 0,000 South	
Start	0	16	21	26	31	36	41	46	51	56	61	66	71	76	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
01:00	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0
01:05	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:20	0	0	0	2	1	2	1	0	2	0	0	0	0	0	8
01:25	0	0	1	1	2	4	1	1	0	0	0	0	0	0	10
01:30	0	1	3	8	9	8	5	2	1	0	0	0	0	0	30
01:35	1	0	3	7	15	18	11	1	0	0	0	0	0	0	56
01:40	0	0	3	11	11	15	9	2	0	0	0	0	0	0	52
01:45	0	1	0	4	12	20	8	3	2	0	0	0	0	0	56
01:50	5	3	1	4	11	16	6	1	0	1	0	0	0	4	52
01:55	0	0	3	10	18	17	11	2	1	0	0	0	0	0	62
02:00	0	0	3	6	26	25	11	5	0	0	0	0	0	0	77
02:05	1	0	5	13	17	12	14	2	0	0	0	0	0	1	65
02:10	1	0	8	15	21	21	9	4	0	0	0	0	0	0	79
02:15	0	1	5	19	24	25	8	3	0	0	0	0	0	0	85
02:20	6	0	5	21	35	20	9	5	0	0	0	0	0	0	102
02:25	0	1	6	14	32	31	9	1	1	0	0	0	0	0	95
02:30	0	0	7	17	22	21	7	1	0	0	0	0	0	0	70
02:35	0	0	2	8	19	32	14	0	1	0	0	0	0	0	66
02:40	0	0	1	6	9	20	8	0	0	0	0	0	0	0	42
02:45	0	0	1	2	13	11	6	2	0	0	0	0	0	0	35
02:50	0	0	0	0	5	9	4	2	0	0	0	0	0	0	22
02:55	0	0	1	1	2	3	5	0	0	0	0	0	0	0	12
Total	14	7	65	167	325	321	157	38	8	1	0	0	0	0	1009

A to B, B to A														Latitude: -999' 0.000 South			
Start	0	16	21	26	31	36	41	46	51	56	61	66	71	76			
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total		
01:11:00	0	0	0	0	2	2	2	0	0	0	0	0	0	0	8		
01:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2		
02:00	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2		
03:00	0	0	0	0	0	1	1	0	1	0	0	0	0	0	5		
04:00	0	0	0	1	3	1	1	1	0	0	0	0	0	0	7		
05:00	0	0	1	1	0	4	2	0	0	0	0	0	0	0	8		
06:00	0	1	2	4	10	6	2	0	0	0	0	0	0	0	25		
07:00	0	0	2	14	24	9	3	1	0	0	0	0	0	0	53		
08:00	0	3	2	11	15	10	10	2	1	0	0	0	0	0	50		
09:00	1	1	2	10	10	13	10	1	0	0	0	0	0	0	48		
10:00	0	1	5	7	15	12	12	4	0	0	0	0	0	0	61		
11:00	0	1	3	16	21	21	19	2	0	0	0	0	0	0	74		
12:00	0	1	6	9	14	20	8	7	0	0	0	0	0	0	66		
13:00	0	0	2	12	12	14	7	0	0	0	0	0	0	0	48		
14:00	1	0	3	12	10	23	12	3	0	0	0	0	0	0	74		
15:00	0	0	4	17	15	25	21	3	1	0	0	0	0	0	86		
16:00	1	1	5	14	22	26	13	3	1	0	0	0	0	0	84		
17:00	1	0	0	23	27	28	15	5	0	0	0	0	0	0	98		
18:00	0	0	1	10	23	24	10	2	0	0	0	0	0	0	70		
19:00	0	0	1	10	20	20	5	3	1	0	0	0	0	0	60		
20:00	0	0	3	10	13	25	10	0	0	0	0	0	0	0	61		
21:00	0	0	1	10	17	15	4	3	0	0	0	0	0	0	52		
22:00	0	0	0	9	3	3	5	1	0	0	0	0	0	0	23		
23:00	0	0	0	2	0	4	0	3	1	0	0	0	0	0	15		
Total	4	9	41	202	286	310	173	45	6	0	0	0	0	1	1264		



A to B, B to A												Latitude: -999' 0.000 South			
Start	0	16	21	26	31	36	41	46	51	56	61	66	71	76	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
01:00	0	0	0	0	2	0	2	1	0	0	0	0	0	0	5
01:05	0	0	0	0	1	3	0	0	0	0	0	0	0	0	4
01:10	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
01:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:20	0	0	0	2	1	0	0	2	0	0	0	0	0	0	5
01:25	0	0	1	1	2	2	1	0	0	0	0	0	0	0	7
01:30	0	1	4	6	13	10	2	1	0	0	0	0	0	0	37
01:35	0	0	9	14	15	10	8	3	0	0	0	0	0	0	67
01:40	1	1	2	13	18	14	9	3	0	0	0	0	0	0	61
01:45	0	2	4	6	13	18	6	0	0	0	0	0	0	0	49
01:50	0	1	3	5	8	10	5	0	0	0	0	0	0	0	44
01:55	0	0	6	5	20	22	9	0	0	0	0	0	0	0	52
02:00	0	1	5	9	17	22	13	1	1	0	0	0	0	0	59
02:05	0	0	3	11	23	31	9	7	0	0	0	0	0	0	84
02:10	0	0	3	12	23	24	14	1	0	0	0	0	0	0	77
02:15	0	0	5	12	25	25	15	3	1	0	0	0	0	0	85
02:20	2	0	4	17	21	26	11	5	1	0	0	0	0	0	87
02:25	0	0	1	29	25	29	10	4	1	1	0	0	0	0	100
02:30	0	0	5	18	21	25	14	1	1	0	0	0	0	0	66
02:35	1	3	5	17	17	16	8	3	0	0	0	0	0	0	74
02:40	0	0	1	11	21	17	7	0	0	0	0	0	0	0	67
02:45	0	0	1	4	12	13	5	3	0	0	0	0	0	0	38
02:50	0	0	1	3	8	7	0	3	0	0	0	0	0	0	23
02:55	0	0	1	1	6	4	4	0	0	0	0	0	0	0	16
Total	4	9	95	95	313	342	162	47	5	1	0	0	0	2	146

Page 9  
MELINDA DR SPEED  
Site Code: 00000000000010405002  
Station ID:

Latitude: -999' 0.000 South

Start Time	015	1620	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	76999	Total
01:15.05	0	0	1	0	1	3	2	0	0	0	0	0	0	0	7
01:00	0	0	0	2	1	1	1	0	0	0	0	0	0	0	5
02:00	0	0	0	2	0	1	1	2	0	0	0	0	0	0	6
03:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
04:00	0	0	1	2	1	1	0	1	1	0	0	0	0	0	7
05:00	0	0	1	2	0	4	2	0	0	0	0	0	0	0	10
06:00	0	0	4	5	1	8	3	0	0	0	0	0	0	0	31
07:00	0	0	3	14	13	16	3	4	0	0	0	0	0	0	53
08:00	0	1	3	8	19	8	11	2	0	0	0	0	0	0	52
09:00	0	0	4	7	19	11	5	3	0	0	1	0	0	0	50
10:00	0	3	4	6	13	17	4	1	0	0	0	0	0	0	51
11:00	0	1	2	15	20	15	7	6	0	0	0	0	0	0	66
12 PM	0	0	5	14	31	15	7	0	2	0	0	0	0	0	74
13:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	0	5	28	61	130	100	46	70	3	0	1	0	0	0	414
Grand Total	78	90	467	1539	2705	2662	1270	358	47	8	3	3	0	23	8239

15th Percentile	28 MPH
50th Percentile	35 MPH
85th Percentile	42 MPH
95th Percentile	45 MPH

Stats	Mean Speed(Average)	35 MPH
	10 MPH Pace Speed	31-40 MPH
	Number in Pace :	5387
	Percent in Pace :	58.3%
	Number of Vehicles > 25 MPH :	8694
	Percent of Vehicles > 25 MPH :	93.0%

City of Lynchburg  
Traffic Engineering  
900 Church Street  
Lynchburg, VA 24504

Page 1  
ALTA LANE SPEED  
Site Code: 00000000000010405003  
Station ID:

A to B, B to A												Latitude: -999' 0.000 South			
Start	0	16	21	26	31	36	41	46	51	56	61	66	71	76	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
00:00:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
01:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
02:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
03:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
04:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
05:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
06:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
07:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
08:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
09:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
11:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
12 PM	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
13:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
14:00	1	0	6	23	43	40	20	2	1	0	0	0	0	0	136
15:00	1	0	9	23	51	42	13	3	0	0	0	0	0	0	142
16:00	1	1	5	36	61	68	23	5	0	0	0	0	0	1	192
17:00	3	2	5	42	69	49	24	4	1	0	0	0	0	0	190
18:00	0	1	2	20	67	63	11	1	1	0	1	0	0	0	170
19:00	0	0	3	12	29	36	12	1	2	0	0	1	0	0	96
20:00	0	1	1	11	32	17	16	3	0	0	0	0	0	0	91
21:00	0	1	1	7	33	13	12	2	0	0	0	0	0	0	69
22:00	0	0	2	0	6	10	7	0	0	0	0	0	0	0	29
23:00	1	0	0	1	12	7	3	0	0	0	0	0	0	0	24
Total	7	6	34	180	395	545	141	22	5	0	1	1	0	1	138

City of Lynchburg  
Traffic Engineering  
900 Church Street  
Lynchburg, VA 24504

Page 2  
ALTA LANE SPEED  
Site Code: 00000000000010405003  
Station ID:

A to B, B to A															Latitude: -999' 0.000 South	
Start	0	16	21	26	31	36	41	46	51	56	61	66	71	76		
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	
01:00:00	0	0	2	4	5	7	2	0	0	0	0	0	0	0	16	
01:00	0	0	0	2	5	2	1	0	0	0	0	0	0	0	10	
02:00	1	0	0	1	1	2	0	0	0	0	0	0	0	0	5	
03:00	0	0	0	1	1	1	0	1	0	0	0	0	0	0	4	
04:00	1	0	0	2	1	0	1	0	0	0	0	0	0	0	5	
05:00	0	0	0	1	2	2	0	0	0	0	0	0	0	0	5	
05:00	0	0	0	5	6	6	5	0	1	0	0	0	0	0	24	
07:00	2	0	1	17	23	18	11	1	0	0	0	0	0	0	73	
08:00	1	0	0	21	20	26	14	0	1	0	0	0	0	0	87	
09:00	1	0	7	16	25	13	11	0	0	0	0	0	0	2	78	
10:00	0	1	3	12	27	26	5	2	0	0	0	0	0	0	76	
11:00	2	2	4	14	47	24	14	1	0	0	0	0	0	2	105	
12 PM	0	3	3	33	42	39	11	2	1	0	0	0	0	0	134	
13:00	1	2	5	24	40	36	10	5	0	0	0	0	0	0	135	
14:00	2	2	6	18	47	40	15	1	0	0	0	0	0	0	121	
15:00	0	3	5	23	47	43	13	3	0	0	0	0	0	1	138	
16:00	1	3	4	28	55	48	25	2	0	1	0	0	0	1	159	
17:00	2	2	6	37	62	45	9	5	0	0	0	0	0	0	173	
18:00	3	2	1	27	78	45	19	1	0	1	0	0	0	4	181	
19:00	0	1	1	10	44	45	14	1	0	0	0	0	0	1	118	
20:00	0	0	1	15	44	22	9	0	0	0	1	0	1	0	93	
21:00	0	0	3	7	21	16	7	0	0	0	0	0	0	0	54	
22:00	0	0	1	7	21	8	5	1	0	0	0	0	0	0	43	
23:00	0	0	0	4	12	9	2	1	0	0	0	0	0	0	28	
Total	17	25	65	329	490	529	203	29	5	2	1	0	2	14	1678	

Latitude: -999' 0.000 South

Start Time	015	1620	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	76999	Total
01:00	0	0	0	3	5	5	4	1	0	0	0	0	0	0	15
01:30	0	0	2	3	7	4	4	1	0	0	0	0	0	0	13
02:00	1	0	0	3	0	1	0	0	0	0	0	0	0	0	5
02:30	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
03:00	1	0	0	0	1	0	0	0	0	0	1	0	0	0	3
03:30	0	0	0	0	5	2	1	0	1	0	0	0	0	0	9
04:00	0	0	2	1	9	6	4	4	0	0	0	0	0	0	23
04:30	0	1	8	12	20	11	11	4	0	0	0	0	0	0	70
05:00	0	1	4	24	26	26	12	4	0	0	0	0	0	0	91
05:30	1	3	6	17	21	18	10	2	0	0	0	0	1	0	79
06:00	1	2	5	8	33	27	12	2	0	0	0	0	0	0	90
06:30	0	2	8	20	32	28	16	2	0	0	0	0	0	0	107
07:00	1	0	3	33	47	49	9	1	0	0	0	0	0	0	145
07:30	1	2	9	29	36	41	15	2	0	0	0	0	0	0	120
08:00	2	0	11	37	46	44	19	4	0	0	0	0	0	0	169
08:30	1	1	5	17	53	50	12	4	0	0	0	0	0	1	188
09:00	2	1	12	46	67	43	20	2	0	0	0	0	0	0	125
09:30	4	2	8	45	72	68	13	4	0	0	0	0	0	1	206
10:00	0	0	6	30	63	33	11	1	0	0	0	0	1	0	155
10:30	2	0	2	20	43	37	8	2	0	0	0	0	0	1	115
11:00	1	1	6	13	30	40	16	1	0	0	0	0	0	0	119
11:30	1	1	3	16	28	31	14	5	1	0	0	0	0	0	100
12:00	1	1	1	6	14	26	8	0	0	0	0	0	0	0	57
12:30	2	0	3	8	19	17	4	2	0	0	0	0	0	0	51
Total	22	15	99	397	680	602	218	39	2	0	1	0	2	10	2099

A to B, B to A															Latitude: -999° 0.000 South	
Start	0	16	21	26	31	36	41	46	51	56	61	66	71	76		
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	
01:58:03	0	0	0	0	7	3	-	2	-	1	0	0	0	0	23	
02:00	0	0	0	3	5	6	5	0	0	0	0	0	0	0	20	
02:00	0	0	0	6	5	6	2	1	0	0	0	0	0	0	18	
03:00	0	0	0	0	1	2	0	1	2	0	0	0	0	0	6	
04:00	-	0	0	-	0	1	0	0	0	0	0	0	0	0	3	
05:00	0	0	0	2	4	2	0	0	0	0	0	0	0	0	8	
06:00	0	0	0	2	4	1	2	0	0	0	0	0	0	0	9	
07:00	0	0	2	4	12	7	3	1	0	0	0	0	0	0	29	
08:00	0	0	2	0	16	10	0	3	0	0	0	0	0	0	44	
09:00	0	1	3	18	22	23	3	0	0	3	0	0	0	0	66	
10:00	0	0	2	26	24	26	17	5	0	0	0	0	0	0	98	
11:00	0	0	3	24	40	42	15	1	0	0	1	0	0	0	129	
12:00 PM	1	0	2	15	33	31	29	5	0	0	1	0	0	0	157	
13:00	-	1	0	18	39	60	24	5	0	0	0	0	0	0	149	
14:00	-	0	3	10	47	55	15	5	-	0	0	0	0	0	146	
15:00	2	1	5	22	51	49	27	4	-	0	0	0	0	1	173	
16:00	4	2	6	22	72	64	24	3	0	0	-	1	0	2	201	
17:00	2	0	1	20	61	59	9	4	0	1	0	0	0	1	158	
18:00	3	-	3	24	62	50	18	4	0	0	0	0	0	-	166	
19:00	0	-	2	15	34	56	16	2	0	0	0	0	0	0	126	
20:00	1	0	3	12	20	37	14	1	1	0	0	0	0	0	95	
21:00	1	0	2	12	26	32	11	0	0	0	0	0	0	0	92	
22:00	0	0	1	7	19	12	5	4	0	0	0	0	0	0	52	
23:00	0	0	0	3	15	13	8	2	0	0	0	0	0	0	41	
Total	17	7	40	280	658	668	258	60	6	2	3	1	0	5	2008	

A to B, B to A		Latitude: -999' 0.000 South													
Start	0	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
01:00:05	0	0	1	5	0	11	9	1	0	0	0	0	0	0	33
01:00	0	0	0	2	4	0	5	0	0	0	0	0	0	0	11
02:00	0	0	0	4	4	1	1	0	0	0	0	0	0	0	12
03:00	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4
04:00	1	0	0	2	1	1	0	0	0	0	0	0	0	0	5
05:00	0	0	0	0	3	1	0	0	0	0	0	0	0	0	4
06:00	0	0	0	2	0	1	1	0	0	0	0	0	0	0	4
07:00	0	0	0	3	3	4	4	0	0	0	0	0	0	0	14
08:00	0	0	1	2	11	0	6	0	1	0	1	0	0	0	26
09:00	0	0	4	11	18	19	4	2	0	0	0	0	0	0	58
10:00	1	0	2	11	28	34	13	4	0	0	0	0	0	0	91
11:00	0	1	4	14	30	35	18	3	1	0	0	0	0	0	106
12 PM	1	1	5	26	61	45	19	5	0	0	0	0	0	0	162
13:00	0	0	6	22	57	49	23	2	0	0	0	0	0	0	150
14:00	1	0	0	22	54	55	30	7	0	0	0	0	0	0	169
15:00	0	0	0	12	54	61	30	4	0	0	0	0	0	0	161
16:00	2	1	4	30	59	45	16	3	0	0	1	0	0	0	161
17:00	0	0	3	25	50	48	13	2	0	0	1	0	0	0	143
18:00	1	1	2	13	43	42	14	0	2	1	0	0	0	0	119
19:00	0	0	2	10	33	26	13	3	1	0	0	0	0	0	55
20:00	0	1	1	14	21	17	9	0	0	0	0	0	0	0	63
21:00	0	1	3	7	8	9	7	2	0	0	0	0	0	0	37
22:00	0	0	1	1	8	10	7	1	0	0	0	0	0	0	28
23:00	0	0	0	0	2	8	3	2	0	0	0	0	0	0	13
Total	7	6	39	227	557	530	246	41	5	1	3	0	0	0	1571

A to B, B to A																Latitude: -999° 0.000 South	
Start	0	15	21	26	31	36	41	46	51	56	61	66	71	76			
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total		
01:00-05:00	0	0	0	2	6	6	2	0	0	0	0	0	0	0	16		
01:00	0	0	0	1	2	1	1	0	0	0	0	0	0	0	5		
02:00	1	0	0	0	1	-	0	0	0	0	0	0	0	0	3		
03:00	0	0	0	0	0	-	1	0	0	0	0	0	0	0	2		
04:00	1	0	0	0	-	0	0	0	0	0	0	0	0	0	2		
05:00	0	0	0	2	4	2	1	0	0	0	0	0	0	0	9		
06:00	0	0	2	6	5	6	4	0	0	0	0	0	0	0	23		
07:00	0	1	7	16	32	24	11	1	1	0	0	0	0	0	93		
08:00	0	2	7	15	24	40	19	10	0	0	0	0	1	0	122		
09:00	2	0	1	22	19	35	18	5	0	0	0	0	0	0	103		
10:00	0	2	2	13	22	38	12	1	1	0	-	0	0	0	93		
11:00	0	1	6	19	30	54	28	7	0	0	0	0	0	0	125		
12 PM	0	1	3	27	45	51	24	8	0	0	0	0	0	0	158		
13:00	1	3	4	26	39	45	17	3	0	0	0	0	0	0	132		
14:00	1	2	5	25	45	41	10	2	1	0	0	0	0	0	142		
15:00	0	1	3	24	47	42	11	1	1	0	0	0	0	0	130		
16:00	2	1	7	27	06	61	22	4	0	0	0	0	0	0	104		
17:00	0	2	8	27	71	69	20	4	0	1	1	0	0	0	205		
18:00	3	-	1	14	75	45	21	4	1	0	0	0	0	0	163		
19:00	2	-	4	29	47	40	16	2	0	0	0	0	0	0	138		
20:00	-	0	0	0	59	32	13	-	0	0	0	0	0	0	95		
21:00	0	0	2	18	24	20	8	2	0	0	0	0	0	0	83		
22:00	0	0	2	5	5	11	3	0	1	1	0	0	1	0	33		
23:00	0	0	0	4	3	7	4	1	0	0	0	0	0	0	19		
Total	9	13	67	326	650	663	281	54	5	2	2	1	-	6	2089		



A to B, B to A		Latitude: -999' 0.000 South															
Start	0	15	21	26	31	36	41	46	51	56	61	66	71	76			
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total		
01:00:00	0	0	1	3	7	4	2	1	0	0	0	0	0	0	0	18	
01:00:00	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	4	
02:00:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	
03:00:00	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	3	
04:00:00	1	0	0	2	0	0	0	1	0	0	0	0	0	0	0	4	
05:00:00	0	0	1	0	4	5	0	0	0	0	0	0	0	0	0	10	
06:00:00	0	1	1	5	7	5	4	2	0	0	0	0	0	0	0	26	
07:00:00	0	0	3	25	28	19	5	1	0	0	0	0	0	0	0	79	
08:00:00	0	3	5	12	29	22	17	2	0	0	0	0	0	0	1	86	
09:00:00	4	0	8	24	31	34	11	2	0	0	0	0	0	0	0	114	
10:00:00	0	0	6	22	27	29	8	0	0	0	0	0	0	0	0	92	
11:00:00	1	1	6	22	37	28	14	0	0	0	0	0	0	0	0	109	
12 PM	2	2	3	26	38	33	9	7	0	0	0	0	0	0	0	123	
13:00:00	0	2	7	27	45	34	10	1	0	0	1	0	0	0	0	127	
14:00:00	1	1	2	20	35	61	22	4	1	0	0	0	1	2	2	141	
15:00:00	2	1	1	27	36	65	21	7	0	0	0	0	0	0	0	149	
16:00:00	4	1	9	23	57	53	18	2	0	0	0	0	1	1	1	159	
17:00:00	1	0	5	36	62	64	26	6	0	0	0	0	0	0	0	219	
18:00:00	0	0	5	20	62	69	19	0	1	0	0	0	0	0	0	165	
19:00:00	3	0	4	14	62	36	18	2	0	0	0	0	0	0	1	168	
20:00:00	0	0	4	11	31	35	8	0	0	0	0	0	0	0	0	97	
21:00:00	1	3	2	10	22	17	7	0	1	0	0	0	0	0	0	63	
22:00:00	0	0	0	7	8	6	1	2	0	0	0	0	0	0	0	24	
23:00:00	0	0	0	2	5	5	3	2	0	0	0	0	0	0	0	17	
Total	2	16	73	341	625	596	218	43	0	0	1	0	2	3	1944		

City of Lynchburg  
Traffic Engineering  
900 Church Street  
Lynchburg, VA 24504

Page 8  
ALTA LANE SPEED  
Site Code: 00000000000010405003  
Station ID:

A to B, B to A															Latitude: -999' 0.000 South	
Start	0	15	21	26	31	36	41	46	51	56	61	66	71	76		
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	
01:12:55	0	0	0	0	2	1	2	2	0	0	0	0	0	0	7	
01:00	0	0	0	1	2	2	3	0	1	0	0	0	0	0	9	
02:00	1	0	0	0	3	0	3	1	0	0	0	0	0	0	5	
03:00	0	0	0	0	0	2	1	1	0	0	0	0	0	0	4	
04:00	1	0	0	1	0	1	0	0	0	0	0	0	0	0	3	
05:00	0	0	0	2	3	2	1	1	0	0	0	0	0	0	9	
06:00	0	2	1	6	5	12	4	2	0	0	0	0	0	0	32	
07:00	0	0	5	21	27	20	9	1	0	0	0	0	0	0	83	
08:00	1	0	4	17	41	25	12	1	1	0	0	0	1	0	103	
09:00	0	0	0	20	34	21	14	4	0	0	0	0	0	0	93	
10:00	0	0	2	16	26	23	10	1	0	0	0	0	0	0	83	
11:00	4	3	12	37	26	23	6	2	1	1	0	0	0	2	110	
12 PM	0	4	5	17	33	40	24	3	0	0	0	0	0	0	100	
13:00	1	0	4	17	37	40	15	2	0	0	0	0	0	0	116	
14:00	1	1	3	14	37	42	20	3	0	0	0	0	0	0	121	
15:00	2	1	0	22	49	40	20	5	0	0	0	0	0	3	147	
16:00	1	2	0	33	66	54	20	5	0	0	0	0	1	1	187	
17:00	1	0	2	37	73	60	8	1	1	0	0	0	0	1	204	
18:00	2	2	2	21	62	45	13	0	0	0	0	0	0	3	160	
19:00	0	1	2	20	50	50	12	2	1	0	0	0	0	0	138	
20:00	0	2	6	19	28	41	14	1	0	0	0	0	0	0	111	
21:00	0	3	1	9	30	27	14	2	1	0	0	0	0	0	84	
22:00	0	0	0	6	10	10	2	1	0	0	0	0	0	0	29	
23:00	0	0	1	4	6	4	5	0	0	0	0	0	0	0	20	
Total	15	23	55	340	642	605	239	41	5	1	0	0	2	10	1580	

Latitude: -999' 0.000 South

Start Time	0	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	1	4	0	0	0	1	0	0	0	0	0	1	11
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
06:00	0	0	0	4	1	3	0	0	1	0	0	0	0	0	0	9
07:00	0	0	2	4	7	11	4	0	0	0	0	0	0	0	0	28
08:00	0	1	7	14	25	23	10	4	0	0	0	1	0	0	0	95
09:00	0	2	3	23	30	17	12	0	0	0	0	0	0	0	0	87
10:00	0	0	9	15	21	34	8	1	0	0	0	0	0	0	0	85
11:00	0	1	3	15	29	08	11	0	0	0	0	0	0	0	0	86
12:00	1	4	6	18	34	29	7	3	1	0	0	0	0	0	0	102
12 PM	0	0	2	22	43	62	17	2	0	0	0	0	0	0	0	140
13:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	4	8	33	120	203	202	73	11	3	0	0	1	0	0	2	990
Grand Total	10	107	496	2558	5088	4708	1878	340	30	8	12	4	9	53	15467	

15th Percentile :	29 MPH
50th Percentile :	36 MPH
85th Percentile :	41 MPH
95th Percentile :	45 MPH

Stars	Mean Speed(Average)	35 MPH
	10 MPH Pace Speed	31-40 MPH
	Number in Pace :	0876
	Percent in Pace :	63.5%
	Number of Vehicles > 25 MPH :	14725
	Percent of Vehicles > 25 MPH :	25.2%